

# PLANNING COMMISSION REPORT



MEETING DATE: April 13, 2005

ITEM NO. \_\_\_\_\_ GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**Scottsdale Riverwalk Square - 65-ZN-1992#5**

## REQUEST

Request site plan approval as stipulated in Case 65-ZN-1992#4 on a 4.86+/- acre portion of the parcel located northeast of Camelback Road on Scottsdale Road with Downtown Regional Commercial Office, Type 2, Planned Block Development Downtown Overlay (D/RCO-2 PBD DO) zoning.

### Key Items for Consideration:

- Does the site plan match the conceptual approval granted by the most recent zoning case?
- Does the proposed plan reflect the approved site plan stipulations?
- Are the canal improvements consistent with City Council direction as provided at the most recent zoning hearing?

### Related Policies, References:

1. 65-ZN-1992 #4
2. Downtown Plan

## OWNER

Riverwalk Square LLC  
480-993-0560

## APPLICANT CONTACT

Chris Camberlango  
Riverwalk Square LLC  
480-993-0560

## LOCATION

South of Highland Avenue and North of Camelback Road, to the west of the Canal



## BACKGROUND

### Zoning.

The site is zoned Downtown Regional Commercial Office, Type 2, Planned Block Development Downtown Overlay (D/RCO-2 PBD DO). This zoning district(s) allow for multiple land uses, including multi-family residential.

### General Plan.

The General Plan Land Use Element designates the property as Residential/Hotel, Type 2 Development. This category includes both residential and hotel land uses.

### Context.

The property is located just north of the intersection of Camelback and Scottsdale Rd., bound by the canal on the east, and a proposed office/retail site on the west, which borders Scottsdale Rd. The adjacent property to the west

has the same zoning (D/RCO-2 PBD DO) and has an approved site plan (See Attachment 10). The site to the south is an existing gas station and is zoned C-2/DO. To the north, there are two existing office buildings zoned C-2, which are located outside of the Downtown Area.

APPLICANT'S  
PROPOSAL

**Goal/Purpose of Request.**

At the time of the most recent zoning request, the ultimate land use (s) were not clear; as the plan allowed for a hotel OR residential on the site. Staff suggested, and the applicant agreed, to have a site plan review come back for a Planning Commission recommendation and to the City Council for ultimate approval. This request satisfies that stipulation of case 65-ZN-1992#4 which requires a site plan review for the proposed project.

**Key Issues.**

1. **Site Plan Approval** – Does the site plan conform with the stipulations in the most recent zoning approval?

At the time of the most recent zoning approval, case 65-ZN-1992 #4, the applicant was unsure of the ultimate end user of the property, and the Council required a site plan review. Staff has reviewed the site plan, and has concluded that the proposed plan conforms with the conceptual discussion at the time of the #4 case approval. Further, the site plan accomplishes many public goals of the original zoning discussion including:

- Public access through the project to the canal
- Encouraging residential units in the Downtown
- Provide vehicular access to parcel B (The subject of this request)

2. **Stipulation Conformance** – Are the stipulations from the most recent zoning case addressed in the current proposal?

In 65-ZN-1992#4, the city required several items for the ultimate developer, ranging from public infrastructure along Scottsdale Road., to access issues, etc. The proposed plans conform with the stipulations outlined in that case. Further, the proposed site plan meets or exceeds all the stipulations contained in 65-ZN-1992 #4.

3. **Canal Improvements** – Is the Canal being improved in concert with the conceptual plan approval granted by from the most recent zoning case; ie, do the improvements accomplish the goals outlined in the stipulation related to canal improvements?

The applicant's request exceeds city requirements in any of the applicable zoning cases to date. The applicant has joined with the adjacent property owners to both the north and south to develop a design for the canal which will allow a multi-use trail to extend from Camelback to Chaparral. Further, the "plaza" aspect of the project creates a symbiotic relationship between the public access towards Scottsdale Rd. and the improved canal. Improvements include

hardscape (multi-use trail) and landscaping along the frontage of the property. Further, the applicant is proposing benches and other amenities near the pedestrian access to the project to create a sense of place along that stretch of the canal.

**Development information.**

- *Existing Use:* Vacant. Prior location of the Safari Hotel
- *Buildings/Description:* Approximately 227 units, housed in 10 buildings
- *Parcel Size:* 4.86 acres
- *Building Height Allowed:* 65 Feet
- *Proposed Building Height:* 65 Feet
- *Floor Area:* 0.63 (338,000 Square Feet)

**IMPACT ANALYSIS****Traffic.**

The traffic impacts were analyzed as part of the previous zoning cases, which rezoned the property and entitled multifamily residential on the site. This request is in conformance with the conceptual land uses analyzed by those studies and therefore deemed to be acceptable.

**Parking.**

340 spaces are required, 357 are provided (below grade) + additional spaces above grade.

**Water/Sewer.**

Water and Sewer impacts were analyzed as part of the previous zoning cases, which rezoned the property and entitled multifamily residential on the site. This request is in conformance with the conceptual land uses analyzed by those studies and therefore is deemed to be acceptable.

**Fire.**

The city's Fire Official has reviewed the plans and they are in compliance with applicable codes regarding safety. Further, the plan (s) comply with the conceptual information the City Council approved in the most recent zoning case approval.

**Schools District comments/review.**

Scottsdale Unified School District has been notified of this application.

**Open space, scenic corridors.**

The applicant is proposing to improve the canal bank, including lighting, landscaping, and a multi-use trail. The plan exceeds the minimal requirement for improvements (which was identified in the most recent zoning case), specifically the aspect of the case that required the applicant to work with adjoining neighbors (who do not have any requirement for canal improvements) to create a uniform improvement schedule along the canal; thereby connecting and creating a strong pedestrian environment across one of the city's signature intersections to the Waterfront project and south bank canal

improvements.

Additionally, the site plan includes several public open spaces which combined with the proposed public access, form a strong pedestrian environment and feeling of open space in an urban environment. While the overall requirement for open space will be analyzed at the Development Review Board hearing, the conceptual site plan being reviewed at this time appears to meet the intent and spirit of the both the prior zoning cases, and the current city policy regarding provision of open space.

**Policy Implications.**

The applicable policy documents for this project are the General Plan (Land Use and Housing Elements), the Downtown Plan, and applicable zoning provisions (R/CO-2/DO). While the analysis was performed at the rezoning stage of the entitlement process, staff has conducted a review of that analysis as it pertains to the proposed site plan. The proposed site plan is in conformance with all applicable provisions of the related aforementioned policy documents, and is in conformance with all conceptual issues raised at the time of the rezoning case.

**Community Involvement.**

The applicant posted the site, and provided notice to all property owners within 750 feet, as required by the citizen review process. Additionally, the applicant held an open house meeting. The applicant has corresponded with the property owner to south, and both have agreed to a uniform canal improvement schedule. The applicant in this case recently acquired the property to the north. Staff has not received any input from interested persons.

**Community Impact.**

Overall, given the relationship of the site to the overall Downtown vision and plan, the project will provide greater positive impacts than any new traffic or other negatives associated with vertical development. Further, the traffic, air quality, open space, canal improvements, and other impacts were analyzed as part of the previously approved zoning. Additionally, the site plan is consistent with the past approvals, and therefore in compliance with the contemplated impact (s) on the physical environment.

STAFF  
RECOMMENDATION

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

RESPONSIBLE  
DEPT(S)

**Planning and Development Services Department**  
Current Planning Services

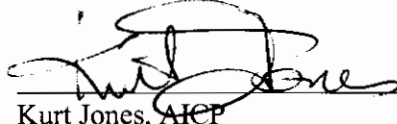
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**ATTACHMENTS**

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Citizen Involvement
8. City Notification Map
9. Canal Bank Design
10. Site Plan
11. Approved Site Plan for Commercial Property to the west

## RIVERWALK SQUARE – Project Narrative

### I. INTRODUCTION

Riverwalk Square brings a new dimension to the downtown Scottsdale lifestyle. It offers a unique village of 227 condominiums clustered along a central public square and other open space areas.

The Arizona Canal bank is a “welcome mat” for Riverwalk Square. Residents can enjoy access to the canal for walking and biking and have great views of the water and distant mountains from the generously landscaped public square and gardens. The public is welcome to stop in for coffee, a glass of wine and a meal or for shopping the markets and studios.

The ground floor live/work units around the public square and along streets within the development are designed to encourage small business enterprises. A gourmet market and cafe are contemplated at the square, with the balance of live/work units catering to artists, photographers, architects, fashion designers, graphic artists, interior designers and others in the design community.

Residential parking is underground but main street-style parking along the street provides access to businesses. The architecture responds directly to the desert climate and is intended to meet the “Advanced” rating requirements of Scottsdale’s Green Building Program.

Buying a home here at Riverwalk Square and opening a small studio business truly means joining the downtown Scottsdale community. There is public art and public access. Children are welcome here as well as adults. Special features will be designed into the project for play and other children’s activities.

The developers of Riverwalk Square are joining with the owners of neighboring properties, the City of Scottsdale and Salt River Project to create an entire half mile of new landscaped canal bank trail. Residents will be able to leave their cars at home and walk or bike a short distance from Riverwalk Square to shops, restaurants and offices anywhere in the downtown area. It’s good news for downtown traffic and an exciting new option for downtown living.





## **II. SUPPORTING DOWNTOWN REVITALIZATION**

Riverwalk Square makes an important contribution to the ongoing revitalization of Downtown Scottsdale as the commercial, cultural, and civic center of our community. It has a strategic location just across Scottsdale Road from one of the most successful regional shopping malls in the country and with convenient access to the unique, pedestrian-scaled downtown specialty retail and art gallery districts.

With the Arizona Canal along its entire east boundary, Riverwalk Square makes the most of the attraction of water in a desert environment. Working with the City and Salt River Project, Riverwalk Square and neighboring developments are taking the lead in a canal bank improvement project that may result in construction of trails, landscaping and other features along both sides of the canal from Camelback to Chaparral Road. With the enhanced canal banks and its residential character, Riverwalk Square provides an appropriate transition between high-intensity downtown uses and established residential neighborhoods across the canal to the east.

Expectations are high for this site and Riverwalk Square has addressed these expectations:

- It supports Downtown as a destination attraction for residents and visitors by focusing on creating a residential village and public square surrounded by a vibrant mix of cafes, shops and studios.
- It embraces the Arizona Canal as a front door to the project for pedestrians and bicyclists.
- It celebrates the value of water in our arid Sonoran Desert environment.
- It proposes a dynamic, environment-responsive architecture with a high standard of design and innovation.
- It creates a sense of place and pride with 227 new Downtown Scottsdale residences, whose proximity to everything Downtown has to offer is now just steps away
- It becomes part of the community fabric of intimate and lively public spaces that can be discovered by residents and visitors to Scottsdale.
- It creates opportunities for outdoor living, from public square and canal bank gardens to private spaces that provide amenities primarily for residents.
- It supports Downtown transportation objectives by encouraging people to walk, bicycle and use transit for traveling in the area.
- It offers a new option for Downtown living with its public square lined with live/work spaces.
- It supports the downtown arts community with installation of public art.
- It considers family living downtown, including amenities for children as well as adults.
- It will contribute to improvement of a major segment along the Arizona Canal, extending canal bank trails and landscaping one-half mile, from Camelback Road to Chaparral Road.

### III. BACKGROUND

#### A. The Safari



In 1956, the Safari opened for business as Scottsdale's first year-round resort hotel. Designed by Arizona's Al Beadle, architect of now-historic iconic contemporary buildings, its jungle-themed design set it apart from the sleepy western-styled dude ranch resorts in the area. It had air conditioning! It had a shopping arcade! It had waitresses in zebra-skin outfits!! It had a 24-hour coffee shop still remembered fondly by many locals (ah! Those cinnamon rolls!). It had celebrities – from Rosemary Clooney to the Sons of the Pioneers to Tiny Tim. It was the fanciest place in town.

The Safari was expanded three years after it opened from 108 rooms to 188. A conference center/banquet facility was added, along with a second swimming pool and more tiki-studded landscaping than you could shake a swizzle stick at. It set the pace, but over the next 40+ years was outdistanced by newer, larger, more modern resorts.

In the late 1990s, the Safari was demolished to make way for a new hotel and office/retail complex.



#### B. Post-Safari Development Plans

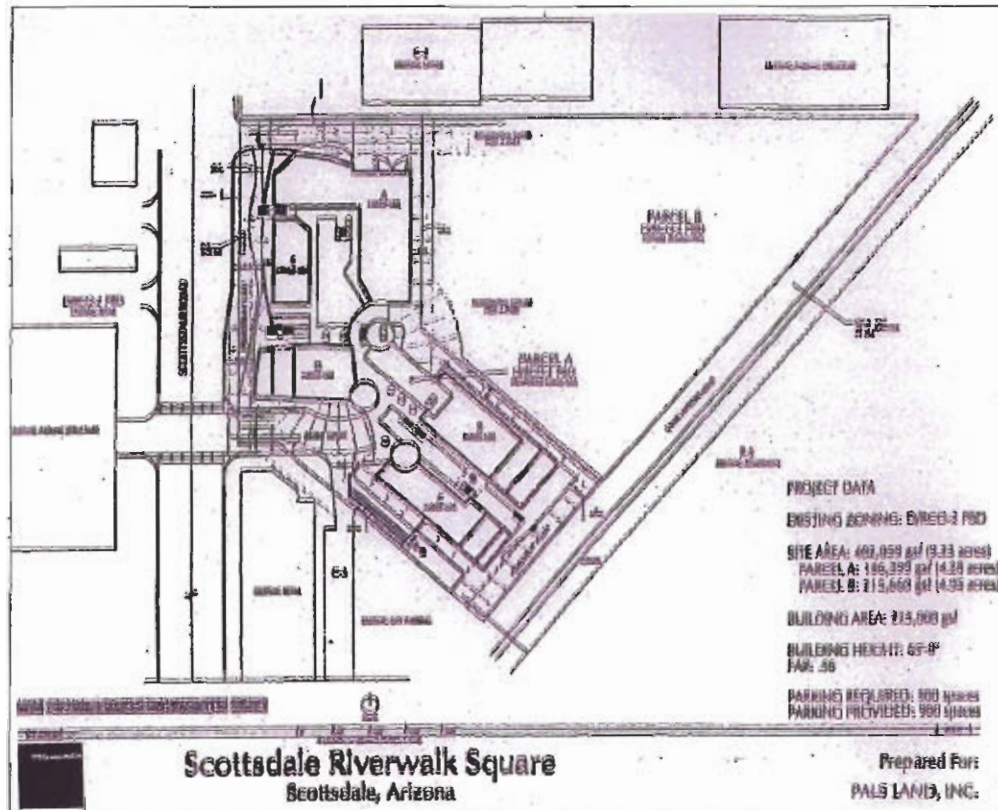
##### Case 35-Z-88

On September 19, 1987, the property was rezoned from C-3 (Highway Commercial District) to D/RCO-2/PBD (Downtown/Regional Commercial Office with Type 2 Standards with a Planned Block Development Overlay) with amended development standards. Approved was a 735,000 square foot retail/office complex and a 192-room hotel. Maximum heights approved were: office building – 65 ft. (plus 14 ft. additional for mechanical screening); hotel – 72 ft. (plus 18 ft. additional for mechanical equipment screening). The City Council Action Report notes that *"The most exciting aspect of the Safari Centre is the development of the Arizona Canal into the pedestrian oriented canal walk. The improvements will be from Camelback Road to the north end of the site and will include a landscaped promenade with street furniture, sculptures and a public amphitheatre. Restaurants and shops will be oriented toward the Canal Bank to interact with the pedestrian activity. The canal itself is proposed to be augmented with a system of fountains using SRP water. The base improvements along the Arizona Canal are the paving of the bank with a textured hardscape material, landscaping and provisions for public access."*



#### **Case 65-ZN-1992#4**

On December 10, 2002, City Council approved a site plan for the office/retail portion of the property (west and south areas of site – see below). The approval did not include a site plan for the residential/hotel parcel along the Arizona Canal, although a number of stipulations addressed its future development. These stipulations are discussed in the following section of this narrative.



#### **C. Description of Vested Entitlements (Case 65-ZN-1992#4)**

##### **Approved Zoning:**

D/RCO-2/PBD (Downtown/Regional Commercial Office with Type 2 Standards with a Planned Block Development Overlay) with amended development standards.

##### **Approved Intensity – Hotel/Residential Parcel**

Minimum hotel units – 300

Minimum residential units – 215

##### **Maximum Building Height – Hotel/Residential Parcel**

per Case 35-Z-88 – not discussed in Case 65-ZN-1992#4

72 ft. (plus 18 ft. additional for mechanical equipment screening)

##### **Relevant Stipulations**

- **Planning/Development #2** – hotel and/or residential units shall be constructed on the site and oriented to the canal. Hotel and/or residential development shall include mixed-use development on the ground floor, and shall be located so as to promote activity along the canal bank. The site plan shall be reviewed and approved by the City Council.

- Planning/Development #3 – Minimum hotel or residential unit count established: The development shall include a hotel with a minimum of three hundred (300) units or a minimum of two hundred fifteen (215) residential units or a combination of both with a minimum of 300 units.
- Planning/Development #4 – Each building phase shall provide the required parking for that phase.
- Planning/Development #5 – Conformance to Amended Development Standards. The development shall be in conformance with the amended development standards approved in case 35-Z-88. Any change to the development standards shall be subject to public hearings before the Planning Commission and City Council. *(NOTE: Amended Development Standards per Case 35-Z-88 relate to retail/office development only).*
- Planning/Development #6 – Arizona Canal Bank Improvements. Before issuance of certificate of occupancy, the developer shall construct all base improvements of the Arizona Canal bank along the project's frontage, as determined by City Staff. The base improvements shall include, but not be limited to, the hardscaping of the top of the canal bank, landscaping and provisions for public access as described in any future design guidelines approved by City Council. In the first phase of this project, the Developer shall construct the base improvements along the canal frontage from the property line of the project to a point approximately sixteen (16) feet from the current edge of the canal. The developer shall construct the base improvements for the balance of the canal bank along the project's frontage when that area of the canal bank is improved, or the developer shall reimburse the city for the cost of the improvements as determined by City staff. Any modifications to the first phase of the canal bank improvements, which are caused by the development of Phase II, shall be reconstructed by the developer with the Phase II improvements. If these improvements are constructed by the City prior to the start of construction of the project, the developer shall reimburse the City for the base improvements as noted. The reimbursement shall be based on the unit cost of the City's CIP project and shall be made prior to issuance of any building permit.
- Planning/Development #7 – F.A.R. Special Improvement Bonus. The project is subject to the Special Public Improvement Bonus as a maximum of .2 FAR. The special improvement shall be a contribution to the Downtown Improvement Fund and/or improvements to the Arizona Canal bank, as determined by City staff. Any credits for improvements to the canal bank shall apply for 100% of the value of improvements south and east of the subject property, 100% of the value of improvements within the waterway and those improvements along the project's canal frontage which are over and beyond the required base improvements as determined by City staff.
- Planning/Development #8 --Prior to issuance of any building permits, the developer shall enter into an agreement with the city which shall specify the developer's obligation to provide the specific improvements (including the cost of said improvements) and the amount of cash contribution in lieu of public improvements, if any.
- Planning/Development #9 – Approval of Arizona Canal Bank Improvements. Prior to application to the Development Review Board, the developer shall secure preliminary approval from Salt River Project for the Arizona Canal Bank improvements.

- Planning/Development #10 – Agreement regarding Arizona Canal Improvements. Improvements to the Arizona Canal shall be subject to any agreement between the city and Salt River Project in effect at the time of Development Review Board application.
- Planning/Development #11 – Operations, Repair, Maintenance and Renovation of Arizona Canal Bank Improvements. Prior to the issuance of any building permits for this project, the developer shall enter into an agreement with the City, in a form and substance acceptable to City staff, permanently imposing upon the developer and upon the project site all duties relating to or arising from ongoing operations, repair, maintenance and renovation of canal bank improvements adjacent to the site.
- Planning/Development #12 – Undergrounding of Overhead Utilities along the Arizona Canal. With the first phase improvements, the developer shall underground the utility lines adjacent to the Arizona Canal along the entire length of the project.
- Planning/Development #13 – Piping of Side Channel System Adjacent to the Arizona Canal Bank. With the first phase improvements, the developer shall replace the existing side channel system adjacent to the Arizona Canal bank with underground piping consistent with the accepted conceptual and final drainage plans and reports. The piping shall be subject to approval by the Maricopa County Flood Control District. Documentation of this approval shall be submitted with the submittal of improvement plans to project review.
- Planning/Development #14 – Pedestrian Access. With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Master Plan for the development including but not limited to: pedestrian access from the Arizona Canal bank, internal to the site, and to Scottsdale Road. With the first phase improvements, the developer shall construct these pedestrian access improvements as approved by the Development Review Board.
- Planning/Development #16 – Pedestrian Plaza. The "Pedestrian Plaza" (as labeled on the Site Plan, prepared by Cornoyer Hedrick and dated 16 August 2002) shall be on one continuous level (no stair-stepping of the grade) from Scottsdale Road to the canal bank.
- Planning/Development #17 – There shall be a minimum eight (8) foot wide clear pedestrian sidewalk along the northern property line that connects the future residential/hotel parcel to the sidewalk on Scottsdale Road. Directly adjacent to the sidewalk, there shall be a minimum five (5) foot wide landscape planter with mature trees between this sidewalk and the northern most driveway off Scottsdale Road.
- Planning/Development #19 – The developer shall provide a strong pedestrian connection from the hotel/residential site to the mixed-use site that is consistent with the design and improvements of the pedestrian court, as shown on the "Conceptual Studies Plan" prepared by Cornoyer-Hedrick and dated 18 August 2002.
- ADDITIONAL INFORMATION STIPULATIONS. #1 directs DRB attention to (I) Canal Bank Improvements.

#### **IV. DESCRIPTION OF THIS REQUEST**

As required by stipulation in Case 65-ZN-1992#4 (Planning/Development #2), approval of the Site Plan for residential development of the east parcel (Parcel B in Case 65-ZN-1992#4) is requested.

Approval of this residential development, Riverwalk Square, is accompanied by canal bank improvements as required in the zoning case. These improvements are being planned cooperatively by City staff, the developer, neighboring property owners and Salt River Project. Preliminary canal bank improvement concepts will be presented for review along with the site plan approval request.

##### **RIVERWALK SQUARE – Project Data**

<i>Site area</i>	4.86 acres
<i>Number of units</i>	227
<i>Gross sq. ft. building area</i>	338,000 s.f. approx.
<i>Parking provided</i>	357 spaces below grade (phased) additional parking at-grade
<i>Maximum building height</i>	65 feet

#### **V. DEVELOPMENT PHASING**

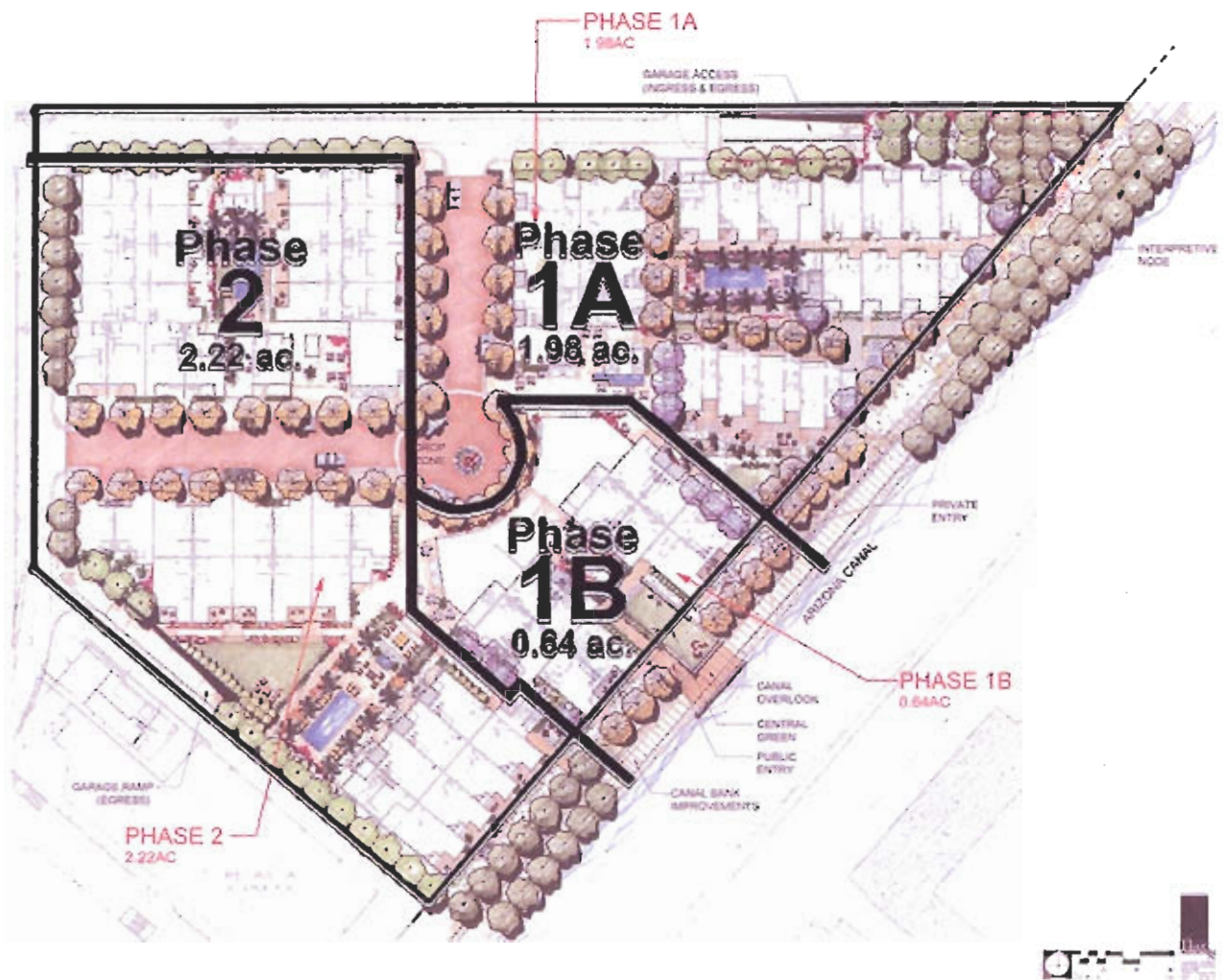
Riverwalk Square will be developed in three phases:

- PHASE 1A 1.98 acres, 68 residential units, with underground parking structure, north garden and canal bank improvements; residential pool and open space areas; access street from Highland Park Office property, estimated completion – fall, 2006 (assuming late spring, 2005 start-up).
- PHASE 1B 0.64 acres, 51 residential and live/work units, central public square and canal bank improvements, estimated completion – late 2006.
- PHASE 2 2.22 acres, 108 residential and live/work units; south canal bank improvements and residential pool and open space areas; street constructed connecting west, estimated completion – late 2007.



Phase 1 sets the tone for the future phases with high-quality design. Phase 1 consists of 68 condominium units, ranging from 800 square feet to 2,300 square feet -- each with ample outdoor living space. Five condominium buildings will be constructed in Phase 1. The height of the buildings will vary, but will not exceed 65 feet (plus a maximum of 18 feet for mechanical screening).

In addition to the condominiums, Phase 1 includes approximately 6,000 square feet of building area dedicated to an exercise room, a sales office that may be converted to food service, swimming pools/spas and associated cabana facilities.



Phase 1 vehicular circulation is concentrated along an access drive that extends from the north property line to a circular court shared by automobiles and pedestrians at the heart of the site. Phase 2 will extend this drive to the west property line, toward Fashion Square.

A new two-way road will provide access to site from the signalized intersection of Highland and Scottsdale Road. Access to the Phase 1 underground parking garage will be from this road. The underground parking structure will be built in phases corresponding to construction of the residential units.



## VI. SITE PLAN

### **The Riverwalk Square site plan focuses on:**

- Creating a high-quality residential live/work community in the heart of Downtown;
- Designing relationships between buildings, circulation and open space areas that respond directly to Scottsdale's desert environment and encourage outdoor community life;
- Contributing to the City's canal bank improvement efforts by creating a trail, landscaping and other amenities along the canal and a site plan that embraces the canal as an integral the project's design.

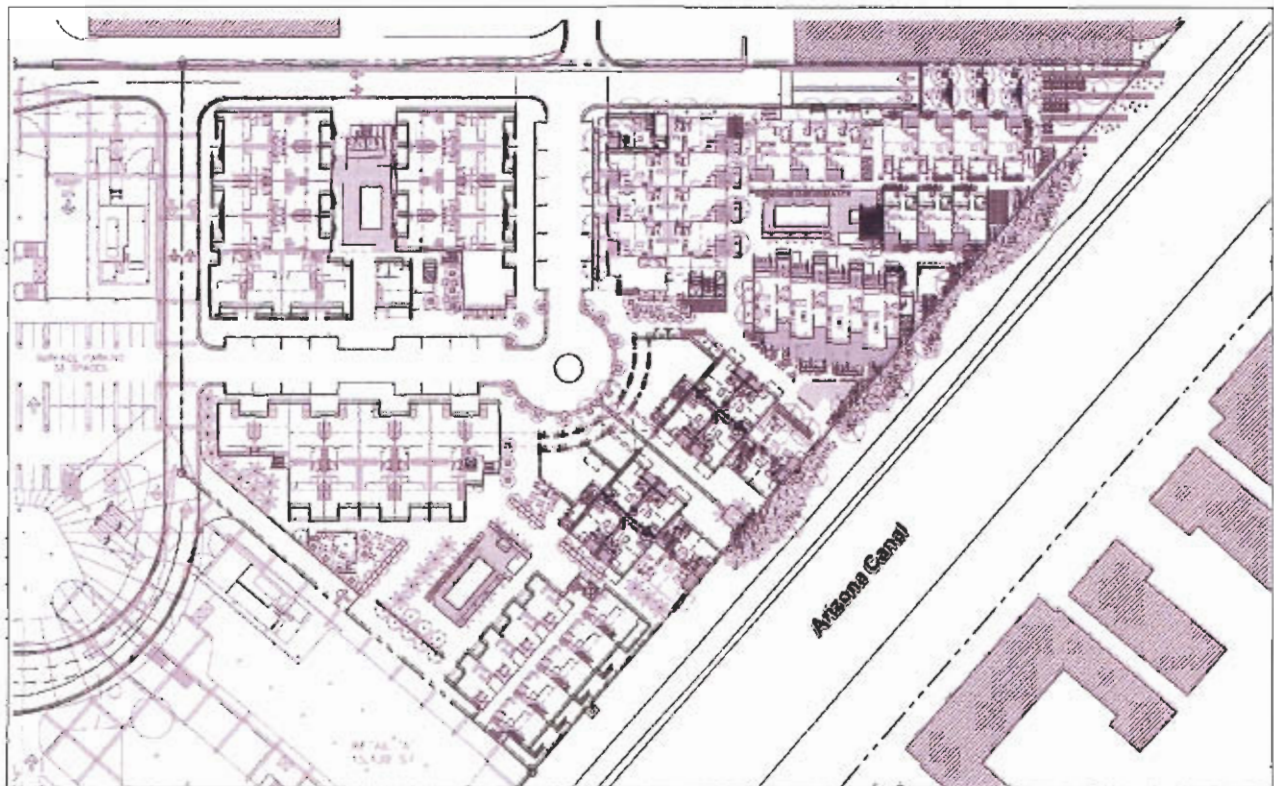
### **A Site Planning Approach that Honors the Desert**

The primary responsibility of the Riverwalk Square design team has been to respond to the desert climate with appropriate form, details and orientation. The design concept includes "passive" solar strategies, including the use of thermal mass and deep overhangs.

### **Designed for Outdoor Living**

The site is designed to provide a range of outdoor living opportunities for each and every homeowner:

- (1) Each home includes a generous private outdoor area.
- (2) At a neighborhood scale, each cluster of homes has a private swimming pool and residential open space activity area.
- (3) At a community scale, Riverwalk Square village is designed around a central, public square – fronting on the canal and lined with shops, studios and cafes.



### **Human-Scaled and Varied Architectural Features**

The site plan takes a large number of residential units and carefully groups them in manageable, human-scaled building clusters, providing the feeling of true neighborhoods, with a great deal of variation in scale and details.

Buildings are also designed to reflect variety within an architectural vocabulary that responds directly to Scottsdale's climate and culture. Pedestrian-scaled massing and architectural details contribute to interesting and varied views along the streets and open space areas.

### **A Desert Garden Oasis**

Landscaping appropriate to Scottsdale's arid climate is used in abundance and with creativity to provide color, scale and the sense of a desert garden oasis. The parking garage "lid" has been designed to provide for deep planting beds, so substantial planting can be installed at plaza level. The intent is to completely hide the fact that there is a below-grade parking structure throughout.

Water features are provided where they will contribute to activating public outdoor areas and to creating a distinctive character for the development. Water features for Phase 1 are found near the cool tower, and between Buildings G and H inside the public square, beginning at the second floor seating area and continuing east to the canal edge.

### **Connected to the Canal**

Substantial improvements will be made along the canal allowing pedestrians to seamlessly move from Riverwalk Square to Scottsdale Fashion Square, the Waterfront, Fifth Avenue, Stetson Drive, the Entertainment District and other downtown destinations.

## **VII. ARCHITECTURE**

The overall architectural expression is derived from a response to the desert climate and diversity in architecture that is uniquely Scottsdale.

### **Climate-Responsive Wall Structure**

Insulated concrete block walls protect the interior environments from the heat by wrapping each unit with a thermal mass "jacket." The thermal mass absorbs the heat of the day and slowly releases it during the cool nighttime. These block walls create deep pockets to protect glazing and retractable walls from direct sun, affording each resident the indoor/outdoor lifestyle that defines the Southwest.

### **Building Materials**

Materials have been selected that provide built-in protection against the elements, reducing maintenance costs while giving the project a feel that is in-line with the desert and Southwestern regional context. Weathered steel guardrails, trellises and siding, exposed burnished concrete block and integral-colored stucco all provide a warm fine-grain finish without the need for high-maintenance coatings.

### **Trash Chutes and Compactors**

Trash chutes have been provided on each floor of each vertical circulation core to convey residents' trash to the parking garage level where compactors are located. Compacted trash will be moved via maintenance tractors to mechanically conditioned enclosures at Plaza level on scheduled trash pickup days for access by city trash trucks. Recycling bins have been located in each trash chute room to be collected by maintenance and moved to large recycling tubs at the garage level.

### **Green Building Program Participation**

Participation in the City of Scottsdale Green Building Program is being considered at this phase. The project goals are a good match with the checklist of requirements to attain an "Advanced" rating. Several "green building" strategies have been incorporated into the design to lessen the impact on the environment and reduce operating and maintenance costs of the buildings.

### **Cool Tower Technology**

At the center of the Phase 1 development a tower provides several functions, including primary access from the garage to grade, vehicle emissions exhaust from the garage and as an evaporative cooling tower to provide cool air to one of the primary exterior gathering spaces. The cooling tower technology is simple, based on towers throughout middle-eastern desert regions, and proven more recently in projects such as the Sunnyslope Transit Center in Phoenix and the Visitor Center at Zion National Park. The strategic placement will not only provide the multiple functions mentioned but will act as an icon for the project and a point of interest for the greater community.





## VIII. LANDSCAPING

Landscaping at Riverwalk Square makes an important contribution to the livability of outdoor activity and living areas. Plant materials used reflect a sensitivity to Scottsdale's desert environment and water conservation objectives. They have been carefully selected to create a year-round environment with color, seasonal changes and a lush "desert oasis" character. In the public square and residential garden areas, the plant palette includes both arid region/arid-adapted plants and other materials – selected annuals and accent plantings where appropriate.

The central public square includes a community lawn that terminates in a canal overlook area. The lawn can be used for outdoor events, exhibits, games and a variety of other uses. A water feature may be incorporated into the public square where it will help mask traffic noise and provide an accessible backdrop for dining and outdoor living. The public square connects the canal bank to the main street within Riverwalk Square and is lined with live/work studios, galleries and shops.

The Riverwalk Garden area is at the point along the canal bank trail where the transition between the active urban Riverwalk environment and the quieter, more passive north trail segment begins. The Garden may include features designed for children's activities, art, large shade trees appropriate to the desert climate in a low-maintenance landscape setting accessible to the public.

The canal bank and streets within Riverwalk Square will be lined with trees selected to help define the edge of streets and trail areas and to create a shade canopy. Consistent tree varieties and locations will reinforce the identity of sub-areas within Riverwalk Square.



## IX. THE CANAL CONNECTION

Riverwalk Square embraces the Arizona Canal as an important amenity for its residents and as a connection to and from Downtown Scottsdale and areas to the north. The City's Canal Bank Improvement Program between Goldwater Boulevard and Scottsdale Road/Camelback Road is now under construction south of Scottsdale Waterfront Project. With Riverwalk Square's extension of the canal bank trail from Camelback to Chaparral Road, another key milestone in the City's long-time aspirations for the Arizona Canal becomes reality. Riverwalk Square is not only contributing to construction of canal bank improvements but has taken the lead in securing commitments from its neighbors along the west side of the canal to make contributions as well.

The City of Scottsdale has expressed an interest in constructing canal improvements along the east side of the canal. Working with Salt River Project, the City and neighboring property owners, Riverwalk Square's efforts will result in adding an entire half mile to the Arizona Canal trail.

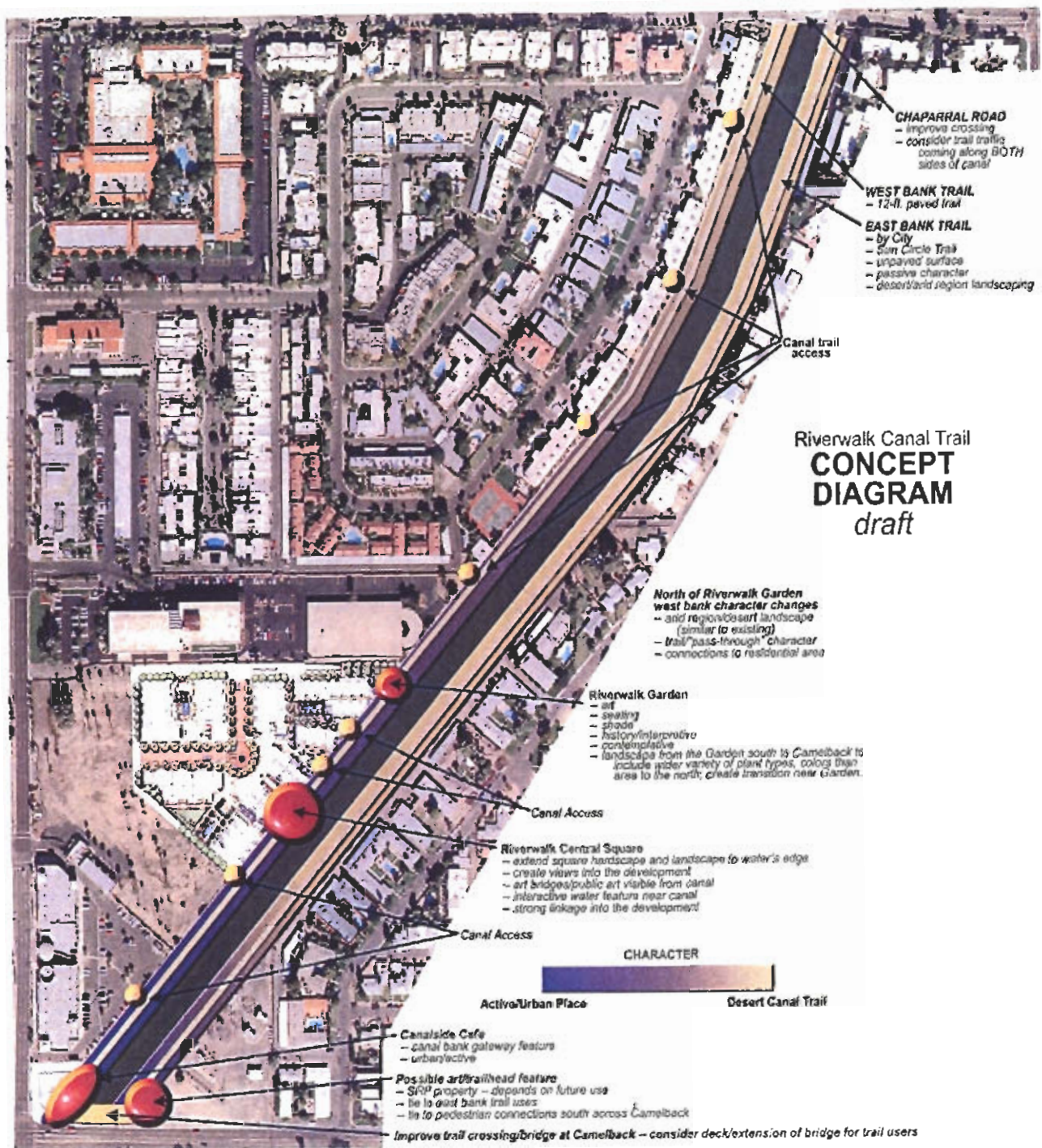
Key features of the Riverwalk Canal Trail segment from Camelback Road to Chaparral Road include (from south to north):

- The "Gas Station" site – A cafe/juice bar is proposed at this corner (yet to be submitted for City approvals). Property owners have indicated a willingness to contribute to canal bank improvements. Salt River Project has indicated that is (presently asphalt) easement area west of the canal bank may be used to create an outdoor dining and/or entry plaza for the canal trail. This site is an important gateway to the canal bank. Consideration should be given to creating an entry feature that identifies this gateway.
- The Camelback/Scottsdale Road intersection – The City plans an update of the Downtown Circulation Plan. This effort will include evaluation of this intersection to create a better crossing for pedestrians, bicyclists and equestrians who may be traveling along the canal bank trails.
- The Canal Bridge – the existing bridge across the Arizona Canal on the north side of Camelback Road is not designed to accommodate a trail crossing and does not meet ADA or AASHTO guidelines for shared-use facilities. It cannot safely accommodate equestrian trail users or bicyclists. Modification of this bridge to create access to both east and west canal banks for all expected user types must be considered. It is our understanding that this consideration will be part of the Circulation Plan Update. Preliminary talks with Salt River Project indicate that several possible options may be considered without adversely impacting canal operations, such as: construction of a separate trail bridge or widening the Camelback Road bridge to accommodate the trail crossing.
- The SRP Substation – Salt River Project's 1.6-acre property on the east side of the canal includes a well site and substation facilities. Both the well site and substation are planned for expansion in the future. Salt River Project has offered to provide information about the portion of the property affected by future expansions to see if some area (southwest tip of the triangle) may be available for public art and/or canal trail-related improvements. An improved pedestrian connection from this site and the canal banks to the Entertainment District should be considered

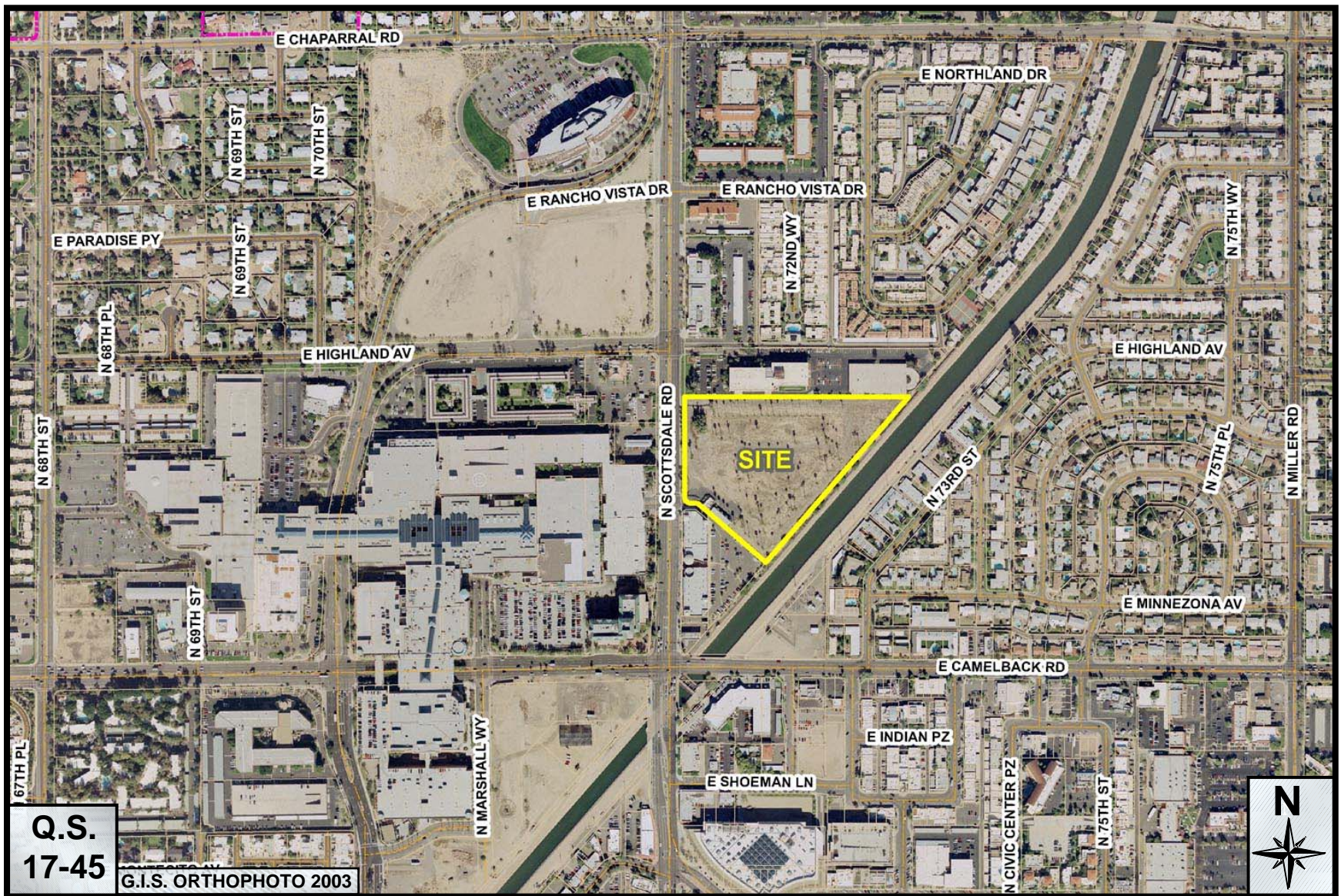


- West Canal Trail – Along the west canal bank, a 12-foot-wide paved trail is proposed. This trail will not meander substantially, will be set back from the canal edge and will include connections to adjoining developments.
  - Extending from Riverwalk Square to the south, the west canal bank character will be urban, with decorative hardscape, strong connections into adjoining developments, seating, enhanced landscaping and other amenities.
  - From Riverwalk Square north, canal bank character transitions to a less active, urban style – quiet, native plants, more limited connections to/from adjoining uses.
- East Canal Trail – Along the east canal bank, an unpaved trail suitable for walking, equestrian use and mountain bikes will be constructed. This trail, to be designed by the City, is expected to include connections allowing neighborhood access. The character of this trail area is informal, passive, with desert landscape character. People travel along the trail here, but they aren't encouraged to linger.
- Riverwalk Central Square – The main public feature of Riverwalk comes right out to the canal bank, bridging the drainage ditch that parallels the canal. Trail users can ride or walk right on by, but are welcome to detour for coffee or shopping. The Central Square is the focus for Riverwalk Square's community life. With signature water features, art, seating and shade, it is welcoming to residents and visitors alike. This stretch of the canal may include enhanced hardscape and landscape features, seating, drinking fountains, special lighting, art and other amenities.
- Riverwalk Garden – At the north end of Scottsdale Riverwalk, a small public garden fronts on the canal. This garden presents strong potential interpretive opportunities and may include art, seating, shade and features for children's plan.
- Canal access points – Along the west canal trail, access is proposed into adjoining developments as shown on the Concept Diagram.
- Chaparral Road crossing – Consideration will be given to modifying the Chaparral Road canal crossing to create greater visibility and safety for trail users.

***A diagram illustrating the Riverwalk Trail concept is provided on the following page.***







Scottsdale Riverwalk Square

65-ZN-1992#5

ATTACHMENT #2



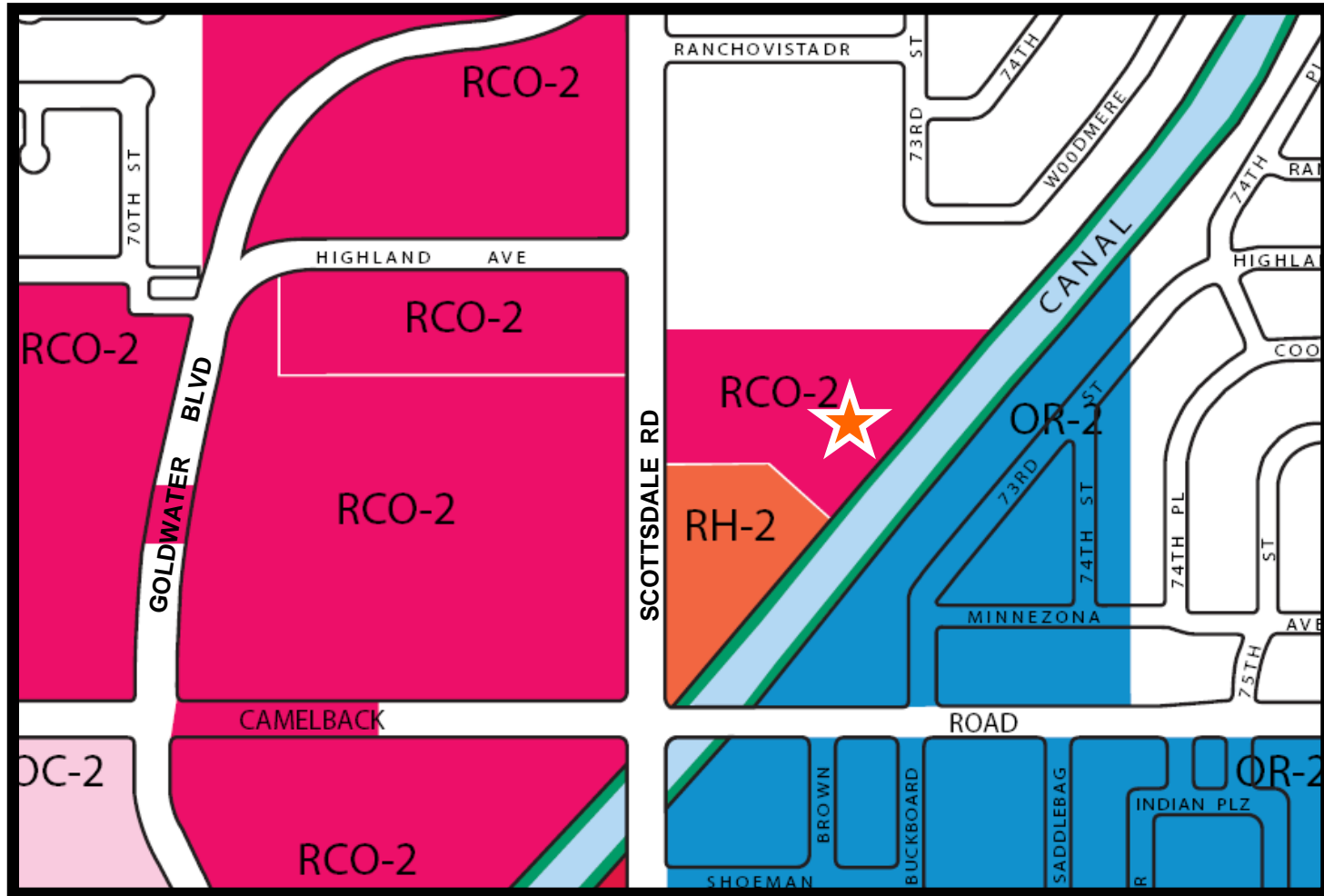










Scottsdale Riverwalk Square

**65-ZN-1992#5**

ATTACHMENT #2A

# Downtown General Plan



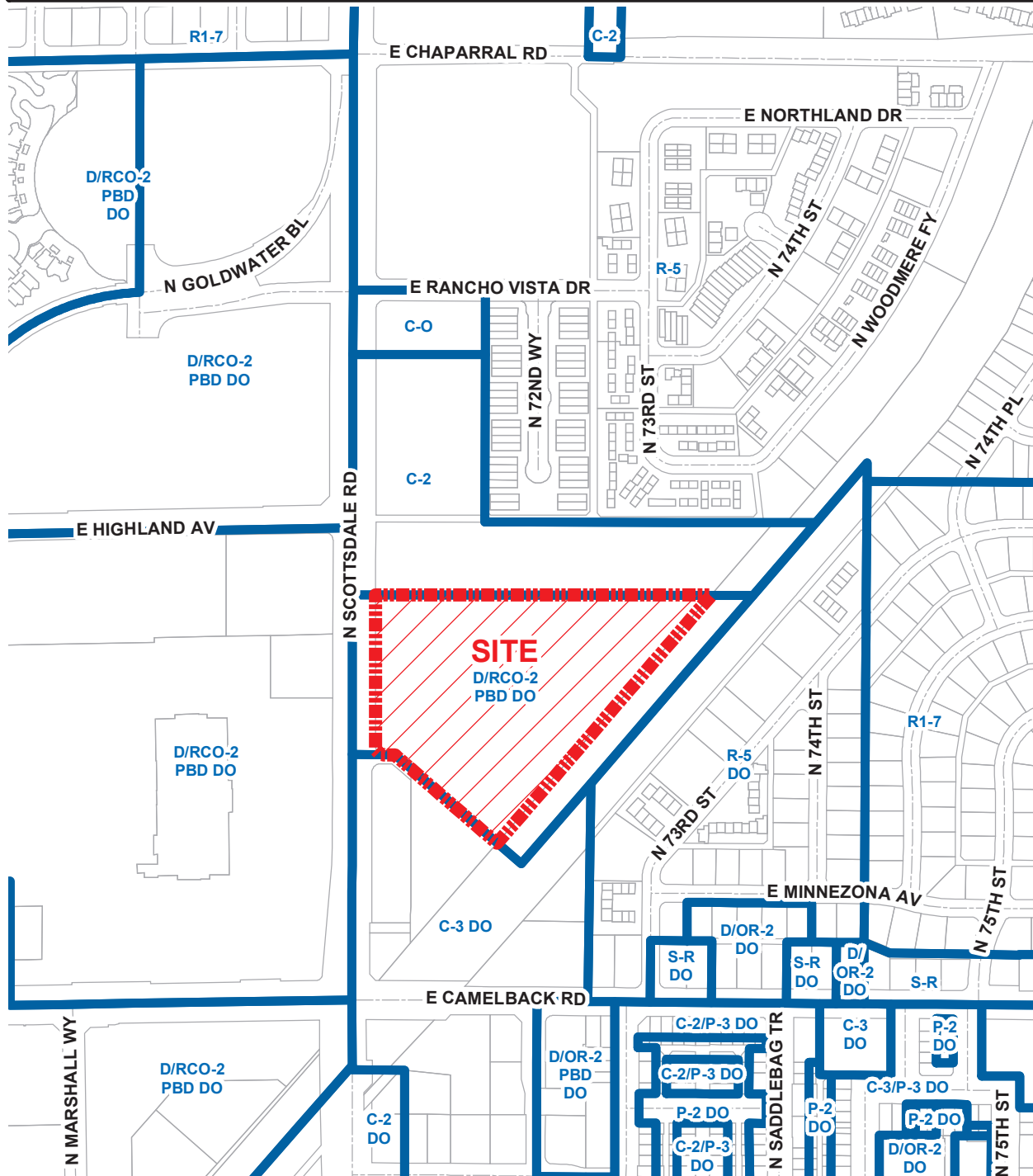
	Retail Specialty		Residential/Hotel
	Office Commercial		Regional Commercial/Office
	Civic Center		Residential High Density
	Office Residential		Medical



**65-ZN-1992#5**  
ATTACHMENT #3



Site plan approval as stipulated in Case 65-ZN-1992#2 and zoned Downtown Regional Commercial Office, Type 2, Planned Block Development Downtown Overlay (D/RCO-2 PBD DO).



# 65-ZN-1992#5

ATTACHMENT #4

## **DOWNTOWN ZONING STIPULATIONS FOR CASE 65-ZN-1992#5**

### **PLANNING/ DEVELOPMENT**

1. **CONFORMANCE TO DEVELOPMENT SUBMITTAL.** Development shall be in conformance with the conceptual site plan and development program submitted by [Miller Hull](#) and dated [23 December 2004](#) (collectively the “[approved Miller Hull site plan](#)”). These stipulations take precedence over the above-referenced site plan and development program. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **PROVIDING REQUIRED PARKING.** Each building phase shall provide the required parking for that phase.
3. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** The development shall be in conformance with the amended development standards approved in case 35-Z-88. Any change to the development standards shall be subject to subsequent public hearings before the Planning Commission and City Council.
4. **ARIZONA CANAL BANK IMPROVEMENTS.** Before issuance of certificate of occupancy, the developer shall construct all base improvements of the Arizona Canal bank along the project's frontage, as determined by City Staff. The base improvements shall include, but not be limited to, the hardscaping of the top of the canal bank, landscaping, and provisions for public access as described in any future design guidelines approved by City Council. In the first phase of this project, the developer shall construct the base improvements along the canal frontage from the property line of the project to a point approximately sixteen (16) feet from the current edge of the canal. The developer shall construct the base improvements for the balance of the canal bank along the project's frontage when that area of the canal bank is improved, or the developer shall reimburse the city for the cost of the improvements as determined by City staff. Any modifications to the first phase of the canal bank improvements, which are caused by the development of Phase II, shall be reconstructed by the developer with the Phase II improvements. If these improvements are constructed by the City prior to the start of construction of the project, the developer shall reimburse the City for the base improvements as noted. The reimbursement shall be based on the unit cost of the City's CIP project and shall be made prior to issuance of any building permit.
5. **F.A.R. SPECIAL IMPROVEMENT BONUS.** The project is subject to the Special Public Improvement Bonus as a maximum of .2 FAR. The special improvement shall be a contribution to the Downtown Improvement Fund and/or improvements to the Arizona Canal bank, as determined by City Staff. Any credits for improvements to the canal bank shall apply for 100% of the value of improvements south and east of the subject property, 100% of the value of improvements within the waterway, and those improvements along the project's canal frontage which are over and beyond the required base improvements as determined by city staff.
6. **APPROVAL OF PROPOSED ARIZONA CANAL BANK IMPROVEMENTS.** Prior to application to the Development Review Board, the developer shall secure preliminary approval from Salt River Project for the Arizona Canal Bank improvements.
7. **AGREEMENT REGARDING ARIZONA CANAL IMPROVEMENTS.** Improvements to the Arizona Canal shall be subject to any agreement between the city and Salt River Project in effect at the time of Development Review Board application.

8. OPERATIONS, REPAIR, MAINTENANCE, AND RENOVATION OF ARIZONA CANAL BANK IMPROVEMENTS. Prior to the issuance of any building permits for this project, the developer shall enter into an agreement with the City, in a form and substance acceptable to City staff, permanently imposing upon the developer and upon the project site all duties relating to or arising from ongoing operations, repair, maintenance, and renovation of canal bank improvements adjacent to the site.
9. UNDERGROUNDING OF OVERHEAD UTILITIES ALONG THE ARIZONA CANAL. With the first phase improvements, the developer shall underground the utility lines adjacent to the Arizona Canal along the entire length of the project.
10. PIPING OF SIDE CHANNEL SYSTEM ADJACENT TO THE ARIZONA CANAL BANK. With the first phase improvements, the developer shall replace the existing side channel system adjacent to the Arizona Canal bank with underground piping consistent with the accepted conceptual and final drainage plans and reports. This piping shall be subject to approval by the Maricopa County Flood Control District. Documentation of this approval shall be submitted with the submittal of improvement plans to project review.
11. PEDESTRIAN ACCESS. With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Master Plan for the development, but not limited to: pedestrian access from the Arizona Canal bank, internal to the site, and to Scottsdale Road. With the first phase improvements, the developer shall construct these pedestrian access improvements as approved by the Development Review Board.
12. There shall be a minimum eight (8) foot wide clear pedestrian sidewalk along the northern property line that connects this parcel to the sidewalk on Scottsdale Road. Directly adjacent to this sidewalk, there shall be a minimum five (5) foot wide landscape planter with mature trees between this sidewalk and the northern most driveway off Scottsdale Road.
13. The developer shall provide a strong pedestrian connection from this site to the mixed-use site that is consistent with the design and improvements called for on the conceptual Miller Hull Site Plan dated December 23, 3004.
14. Any and all public infrastructure improvements shall be the sole responsibility of the property owner; and, unless agreed to by both the City and the Developer, the City shall not be financially responsible for any required infrastructure, other than as described in numbers 4 and 8 above.

## CIRCULATION

1. A parking study shall be approved by Project Review staff to substantiate any reduction in required number of parking spaces prior to application to Development Review Board. With the Development Review Board application, the developer shall provide documentation, satisfactory to City staff, that any leased parking agreements for the development are in conformance with Section 9.107 of the City's Parking Ordinance.
2. The developer shall obtain, provide and record perpetual cross access easements at the southern signalized project entry for shared ingress and egress of vehicular access from Scottsdale Road to the adjacent parcels to the south as determined by City staff through coordination with the property owner to the south. Said easements shall extend eastward a minimum of 140' from the west property line and shall be recorded prior to any Development Review Board application. Sidewalks or landscaping in the existing public driveway serving as the north access from Scottsdale Road to and from the parking lot on tract a shall be by encroachment permit. No encroachment permit will be issued until permanent easements are granted to the city for access between tract a and Scottsdale Road upon the proposed new relocated ingress and egress driveways to the north of the existing driveway.



3. (PURSUANT TO CASE #65-ZN-1992 #4) ACCESS RESTRICTIONS. Before any certificate of occupancy is issued for the site, the developer, at its expense, shall dedicate the necessary right-of-way, as determined by City staff, and construct the following access to the site. Access to the site from Scottsdale Road shall conform to the following restrictions (distances measured to the driveway or street centerlines):
  - a. There shall be a maximum of two site driveways from Scottsdale Road, located approximately at the existing northern and southern site driveways.
  - b. The existing central site driveway, located approximately 180 feet north of the signalized driveway, shall be removed and replaced with curb, gutter, and sidewalk to match the adjacent improvements and the proposed deceleration lane.
  - c. The northern site driveway shall be a right-in, right-out driveway only.
  - d. The southern driveway shall be positioned in such a way that it will align with the existing driveway entrance to the Fashion Square Mall on the west side of Scottsdale Road.
4. (PURSUANT TO CASE #65-ZN-1992 #4) AUXILIARY LANE CONSTRUCTION. Before any certificate of occupancy is issued for the site, the developer, at its expense, shall construct right-turn deceleration lanes at both site entrances on Scottsdale Road, in conformance with the Design Standards and Policies Manual. If there is inadequate right-of-way to construct the deceleration lane at the southern driveway, before issuance of any certificate of occupancy for the project, the developer shall make an in-lieu payment for future construction, in an amount determined by City staff. If through future study it is determined by City staff that one or both of the deceleration lanes are not necessary, City staff shall have the ability to waive this requirement.
5. (PURSUANT TO CASE #65-ZN-1992 #4) EASEMENT REQUIREMENTS. Before any final plan approval, the applicant shall maintain the existing curb-cuts to the office property located north of the applicant's property. The applicant shall also provide documentation of the existing easement on the office property located north of the applicant's property. The Transportation Department General Manager or equivalent shall approve any modifications to, relocation or removal of the curb cuts.
6. (PURSUANT TO CASE #65-ZN-1992 #4) PEDESTRIAN CIRCULATION PLAN. With each phase of development submitted to the Development Review Board, the developer shall submit a pedestrian circulation plan for the site, which shall be subject to City staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways.
7. (PURSUANT TO CASE #65-ZN-1992 #4) TRANSIT FACILITIES. Before any certificate of occupancy is issued for the site, the developer shall construct a bus stop facility (landscaping, bench and trash can) on Scottsdale Road just north of the existing signalized driveway. The design and location of these facilities shall be subject to City staff approval (Transit Department 994-7696) before any final plan approval.
8. (PURSUANT TO CASE #65-ZN-1992 #4) TRAFFIC SIGNAL PARTICIPATION. The developer shall be responsible for 100 percent of any design and construction costs, as determined by City staff, for the modification of the existing traffic signal at the intersection of the southern site driveway and Scottsdale Road to accommodate any driveway reconstruction.

## WASTEWATER

1. BASIS OF DESIGN REPORT. Before the submittal for Development Review Board Approval, the developer shall submit a Basis of Design Report and Plan subject to City staff approval. The Basis

of Design Report shall be in conformance with the Design Standards and Policies Manual. In addition, the Basis of Design Report and Plan shall:

- a. Identify the location of, the size, condition and available capacity of existing sanitary sewer facilities, with special emphasis on those sewer facilities in Scottsdale Road from the project site south to Camelback Road and those sewer facilities crossing underneath the Arizona Canal to the east along the Camelback Road alignment.
  - b. Identify the timing of and parties responsible for the construction of all sanitary sewer facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. NEW WASTEWATER FACILITIES. Prior to the issuance of letters of acceptance by the City, the developer, at its expense, shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the City Wastewater System Master Plan.

SANITARY SEWER EASEMENTS. Before any building permit for the site is issued, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

## WATER

1. BASIS OF DESIGN REPORT. Before the submittal for Development Review Board Approval, the developer shall submit a Basis of Design Report and Plan subject to City staff approval. The Basis of Design Report shall be in conformance with the Design Standards and Policies Manual. In addition, the Basis of Design Report and Plan shall:
  - a. Identify the location of, the size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
  - b. Identify the timing of and parties responsible for the construction of all water facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. NEW WATER FACILITIES. Before the issuance of letters of acceptance by the City, the developer, at its expense, shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the City Water System Master Plan.
3. WATERLINE EASEMENTS. Before any building permit for the site is issued, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve the site.

## DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal to the Community Development Division, the developer shall submit a conceptual drainage report and plan, subject to city staff approval. The conceptual report and plan shall be in conformance with the Design Standards and Policies Manual - Section 2.1 – “*Drainage Policy, Downtown Scottsdale*.” In addition, the conceptual drainage report and plan shall:

- a. Identify all storm water runoff entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of all storm water runoff that exits the property.
  - b. Demonstrate how the storm water storage requirement shall be satisfied, indicating the location, volume and drainage area of all storage.
  - c. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
2. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
  - a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:
    - (1) Include a supportive argument that demonstrates that historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
    - (2) Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
  - b. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained the waiver approval.
3. FINAL DRAINAGE REPORT.
  - a. With the final improvement plans submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall be in conformance with the Design Standards and Policies Manual - Section 2.1 – "*Drainage Policy, Downtown Scottsdale*." In addition, the final drainage report and plan shall:
    - b. Provide final calculations and detailed analysis that demonstrate consistency with the accepted Conceptual Drainage Plan and Report.
    - c. Recommendations for new improvements necessary to protect against a 100-year design storm (with depth over roadway not to exceed 8 inches)
    - d. Recommendations for phasing of construction
    - e. Analysis of how any new improvements will interface with existing Corps of Engineers
  - I. Side Drain System, and improvements proposed in City of Scottsdale Downtown Master Drainage Report
4. Before issuance of certificate of occupancy, the developer shall be required to design and construct improvements found necessary as a result of the Final Drainage Report:
5. CONNECTION TO MCFCD SYSTEM. Prior to approval of the final drainage report, the developer shall provide written permission from the Maricopa County Flood Control District to connect off-site storm drains to the side channel system, (including piped and open channel systems.)
6. A "Conditional Letter of Map Amendment" from the Federal Emergency Management Association shall be required with the purpose of reclassifying this area out of existing "A" Firm Flood Hazard Zone Status prior to issuance of building permits. The developer shall contact the City's Flood Plain Administrator to discuss the application requirements for map amendment and map revisions. The site shall be removed from the FEMA "A" zone prior to the issuance of any building permit.



### STORM WATER STORAGE EASEMENTS

On-site storm water storage is required for the full 100-year, 2-hour storm event. With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.

- a. The developer may choose to waive a portion of the storm water storage requirement. See section 2 of the Design Standards and Policies Manual for waiver criterion.
- b. Request for Waiver Review forms are subject to City staff approval.
- c. Prior to the submittal of improvement plans to Project Review, the waiver approval (i.e. the completed waiver review form) shall be obtained.
- d. The Request for Waiver shall include a supportive argument which demonstrates that historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
- e. The developer shall submit an estimate for payment in-lieu of on-site storm water storage. The amount of payment in-lieu is subject to approval by City staff .
  - I. Payment in-lieu of storm water storage shall be estimated as the equivalent cost to construct on-site storm water storage, including but not limited to excavation; hydraulic structures, storm drain pipe and ancillary costs; and the land value (using square footage) for that portion of the site no longer required for storm water storage.
  - II. Prior to the issuance of permits, payment in-lieu of storm water storage shall be paid.
  - III. In-lieu payments may be phased with the phasing of the project, subject to the approval of City staff.

### DRAINAGE EASEMENTS

Before any building permit for the site is issued, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

### OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site [http://www.epa.gov/region\\_9](http://www.epa.gov/region_9).

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
  - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
  3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer's engineer must certify that it complies with, or is exempt from, Section

404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]

4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
  - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
  - b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
  - c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
  - d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
  - e. Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
    - I. Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
    - II. Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
    - III. Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
    - IV. Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

#### VERIFICATION OF COMPLIANCE

1. REQUIRED SPECIAL INSPECTIONS. Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2.109 of the Design Standards and Policies Manual for more information on this process.

2. **CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT.** Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall complete Part III (Certificate of Responsibility) of the CSIDF.
3. **CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE.** Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
  - a. The Inspecting Engineer shall complete the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. **AS-BUILT PLANS.** City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

#### WATER

1. **NEW WATER FACILITIES.** Before issuance of Letters of Acceptance by the Inspection Services Division, the developer, at its expense, shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.
2. **WATERLINE EASEMENTS.** Before any building permit for the site is issued, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve the site.

#### WASTEWATER

1. **NEW WASTEWATER FACILITIES.** Before issuance of Letters of Acceptance by the Inspection Services Division, the Developer, at its expense, shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.
2. **SANITARY SEWER EASEMENTS.** Before any building permit for the site is issued, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.



## **ADDITIONAL INFORMATION FOR 65-ZN-1992#5**

### **ENGINEERING**

1. **REQUIRED SPECIAL INSPECTIONS.** Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
3. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
4. **STREET CONSTRUCTION STANDARDS.** The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
5. **CITY CONTROL OF ACCESS.** The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

### **PLANNING/DEVELOPMENT**

1. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
  - a. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent uses,
  - b. Major stormwater management systems,
  - c. Signage,
  - d. Grade level detailing of the building to enhance the pedestrian experience,
  - e. Conformance to large vertical wall setback standards, including wall massing and design
  - f. Conformance with the Downtown Plan Urban Design and Architectural Guidelines,
  - g. Building height as measured from the average height of the adjacent curb, in conformance with the Scottsdale Zoning Ordinance,
  - h. Canal Bank Improvements.
2. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

3. CULTURAL IMPROVEMENTS PROGRAM. This project is subject to the requirements of the Scottsdale Zoning Ordinance's cultural improvements program.

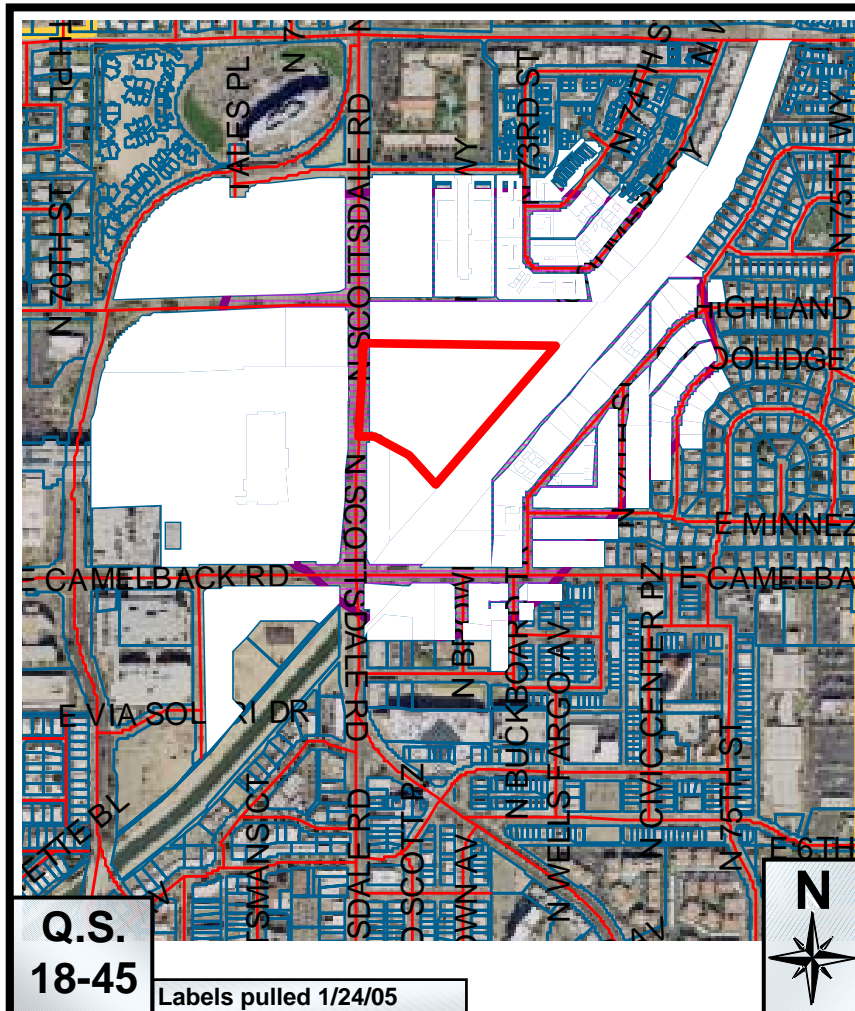
**Scottsdale Riverwalk Square**  
**65-ZN-1992#5**

Attachment #7. Citizen Involvement

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.



# City Notifications – Mailing List Selection Map



## Map Legend:



Site Boundary



Properties within 750-feet

## Additional Notifications:

- Interested Parties

# Scottsdale Riverwalk Square

## 65-ZN-1992#5

ATTACHMENT #8

**Riverwalk Square Canal Trail**  
**CONCEPT PLAN**

HIGHLAND AVE

DOG PARK

1.2-foot paved Trail

PUBLIC PLAZA Water Play

Safety Barrier

Public Access

Public Access (Bikeway)





**CONSULTANTS**

**LANDSCAPE**

Floor & Associates  
1425 North First Street  
Second Floor  
Phoenix, AZ 85004

**CIVIL**

Brooks Engineering & Surveyors, Inc.  
4802 East Elwood Street No. 16  
Phoenix, AZ 85040

**STRUCTURAL**

Quantum Consulting Engineers  
1511 Third Avenue, Suite 323  
Seattle, WA 98101

**MEP ENGINEER**

Fack & Kutz  
1417 Fourth Avenue, Suite 400  
Seattle, WA 98101-2260

**RIVERWALK SQUARE  
SCOTTSDALE ARIZONA**

**REZONING  
APPLICATION**

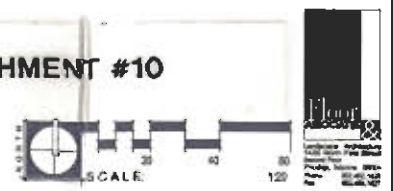
ISSUE DATE  
100%SD/PRICING 9/27/04

DATE DEC. 23, 2004  
DRAWN  
CHECKED  
M/H PROJECT 0407  
CAD FILE

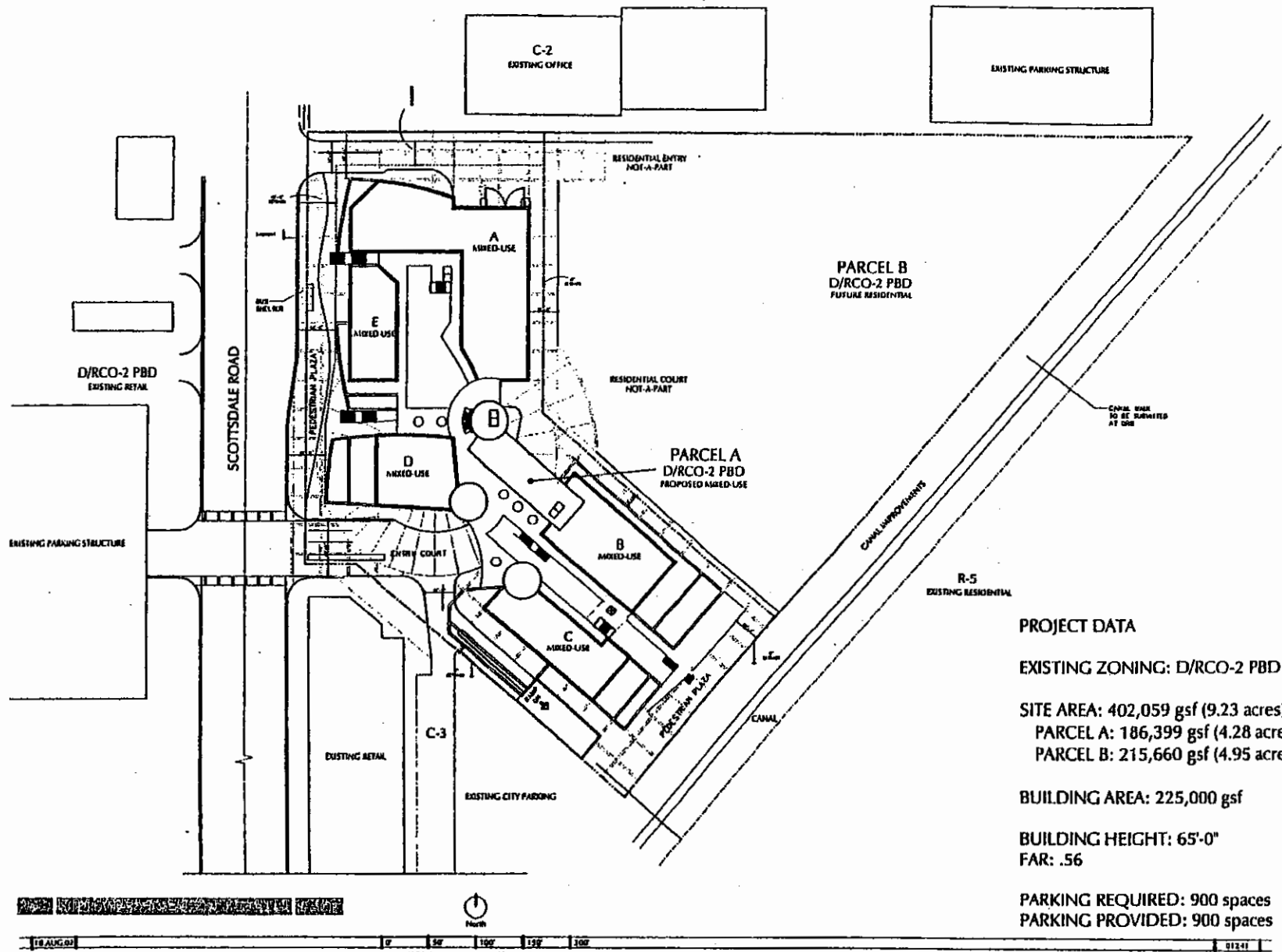
**OVERALL  
SITE  
PLAN  
L-1.0**

ATTACHMENT #10

65-ZN-1992#5  
1-24-05







#### PROJECT DATA

EXISTING ZONING: D/RCO-2 PBD

SITE AREA: 402,059 gsf (9.23 acres)  
 PARCEL A: 186,399 gsf (4.28 acres)  
 PARCEL B: 215,660 gsf (4.95 acres)

BUILDING AREA: 225,000 gsf

BUILDING HEIGHT: 65'-0"  
 FAR: .56

PARKING REQUIRED: 900 spaces  
 PARKING PROVIDED: 900 spaces

## Scottsdale Riverwalk Square

Scottsdale, Arizona

Prepared For:  
 PALS LAND, INC.